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Hongkong, 21st September, 1905. [432]

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a27

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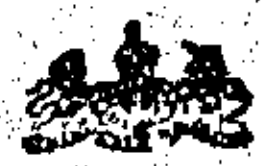
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[25]

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HONGKONG OFFICE: 10A, DES VERT ROAD
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The Daily Press.

HONGKONG, JULY 9TH, 1910.

A PROPOSAL of considerable importance to shipping is embodied in the introduction of a Bill in the House of Commons to make it compulsory for ships to be fitted with wireless telegraphic apparatus. The news is conveyed in a brief telegram published to-day, and as this is the first intimation that such a Bill was to be submitted to the legislature it leaves much room for speculation as to its terms and scope. That such an enactment would one day be framed was regarded as inevitable. It is the direct result to which events are shaping, but that it should be attempted at this early stage is a matter of surprise. Probably the Bill will be discussed and read a first time and then shelved, as so many others representing various principles have been treated, but whatever be its fate the discussion, academic or otherwise, will be productive of much good in so far as it will direct public attention to the subject. The great possibilities of wireless telegraphy and its numerous applications are only imperfectly understood or appreciated by the great mass of the people, and even shipping interests have been slow to realise its advantages.

It may be presumed that it is not intended to make the proposed regulation apply to all ships. A limit must be drawn somewhere. Obviously a fishing smack would not be expected to provide a wireless installation. The question of course arises, Where is the line to be drawn? Ocean-going vessels will certainly come under the scope of the

measure, but if it be intended to include the smallest tramp with the stowest liner then it becomes apparent that hardship will ensue. The proposal is intended to benefit shipping by introducing safeguards derived from modern inventions, not to hamper it, and it may be inferred that the scope of the present Bill will be very limited if it is to have any prospect of becoming law. Most likely its promoter has in view the application of wireless telegraphy to passenger ships. A few days ago we noticed that a measure had been introduced into the American Senate providing for the compulsory installation of wireless telegraphy on all ocean-going passenger ships carrying more than fifty passengers, and it is not at all unlikely that Sir Edward Sassoon, the Unionist member for Hythe, has been influenced by these proposals in framing the Bill now before the British House of Commons. There can be little doubt that the large passenger vessels are contemplated, and that the cargo boat, pure and simple, is exempt. At present some of the tramp steamers are run at such a small margin of profit that the cost of a wireless installation would mean their going out of the trade, so that obviously they should not be amenable to the prospective legislation.

The proposal should not meet with much opposition. Already many of the lines of steamers calling at Hongkong have proved the utility of its introduction. Not only is its value apparent to the shipowner, but the passenger is in a position to appreciate its advantages. He realises the greater safety of travelling on steamers so equipped, a safety derived from the knowledge that assistance in time of stress can be readily summoned, and he learns to make use of its convenience by making arrangements for his reception before reaching his destination. When such services as the Canadian Pacific Railway, Norddeutscher Lloyd, Pacific Mail, Toyo Kisen Kaisha, Nippon Yusen Kaisha, and even the smaller steamers on the Hongkong-Manila run, have found it advantageous to equip their vessels with wireless telegraphic apparatus, it follows that no great hardship can be imposed on vessels of like character being compelled to follow suit. As a matter of fact, it ought to mean a gain to them, as it brings them into line with their competitors. The expense of such an installation, apparatus and dynamo, might amount to somewhere about £1,500, not to speak of the operator's wages, but this should be more than counter-balanced by the reduced insurance premium. Were the insurance companies to insist upon the larger ships possessing such an equipment there would be no need to legislate on the subject at all. Lloyd's itself could decide the matter. The Austrian Lloyd liner *Trieste*, which recently caused grave anxiety by being ten or eleven days overdue, is a case in point. When it was learned she was overdue she would most likely be reinsured, and the enormous amount required to effect that would have been saved had there been such an installation on board. In the interests of all-shipowners, passengers, and marine insurance companies, alike—such a measure seems necessary, and it is to be hoped that the result aimed at will not be long delayed.

The French Mail of the 7th June was delivered in London on the 7th inst.

The Siberian Mail will not be signalled on Sunday if the steamer reaches port after 1.30 p.m.

Commodore Byres, who succeeds Rear-Admiral Lyon in charge of the naval establishment here, has arrived in the Colony.

Mr. Marshall Darrach, whose Shakespearean recitals have attracted large houses in Shanghai and Japan, is to give two recitals in Hongkong in the first week of August.

A New Territory farmer who was charged before Mr. J. R. Wood at the Magistracy yesterday with killing a cow valued at \$25 was dismissed on payment of \$20 compensation.

A clever calendar arranged to tell all dates from 1800 to 1999 is the latest souvenir from Parsons Trading Company, paper merchants New York. It should prove exceedingly useful.

A stonecutter who was found with a quantity of opium in his possession was ordered by Mr. J. R. Wood at the Magistracy yesterday to pay a fine of \$90, the alternative being six weeks imprisonment.

Five natives appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of being in unlawful possession of a quantity of opium and a number of dice, blocks and stamps. On the charge of possession the first defendant was fined \$65 or six weeks, and the remainder of the defendants were discharged.

Two Chinese who arrived from Saigon by the steamer *Hoiwan* booked a room at a local Chinese boarding-house. While one was having a bath the other opened his trunk and stole \$1,200. The accused was charged before Mr. J. R. Wood at the Magistracy yesterday and sentenced to six months imprisonment.

There was another large attendance at the Hippodrome Circus last night, and the enthusiastic reception accorded most of the performers indicated that the varied and numerous turns provided were greatly appreciated.

The engagement is announced of Miss Anderson, daughter of the Governor of the Straits Settlements, Sir John Anderson, G.C.M.G., to Mr. D. Y. Perkins, of the firm of Drew & Napier, Singapore. The marriage will probably take place about the end of February next.

The exhibition of Chinese and Japanese paintings which has been for some time in preparation in the Print and Drawing Gallery at the British Museum was to be opened to the public on Monday, June 20. It includes the best examples acquired by the recent purchase from Frau Olga Julia Wegener, as well as specimens of the recent discoveries of Dr. Stein in the cave temples of Eastern Turkestan; and others acquired by purchase from Dr. Anderson in 1881. In addition to these the exhibition comprises single examples of Chinese and Japanese paintings acquired by purchase, gift, or bequest during the last 30 years.

AN ARMED TAOTAI

Second-class Taotai Chang Sang Leong, who is staying at 119, Connaught Road Central, appeared before Mr. E. R. Hallifax at the Magistracy yesterday on a charge of being in possession of a revolver without a permit.

Detective-Sergeant Grant presented, and Mr. Reader Harris (of Messrs. Wilkinson & Grist) appeared for the defendant.

His Worship asked if the police denied that the defendant had made application to carry arms.

Sergeant Grant said he did not.

His Worship—I think the right way is to leave the revolver with the police pending his application. The police don't want to press the charge?

Sergeant Grant—Not at all.

Mr. Harris—I might say that I saw the Registrar-General, and he knew nothing whatever against the defendant.

The charge was withdrawn.

SIR F. LUGARD ON AFRICAN ADMINISTRATION.

A dinner of the African Society was held at the Terminus Restaurant, and was followed by an address on "Recent Progress in Nyasaland" by Sir Alfred Sharpe (Governor of the Protectorate). Sir Clement L. Hill presided, and among those present were Sir Frederick Lugard, Major J. A. Burden, and Lady Smailman Smith, Major J. A. Burden, Professor E. A. Munchin, Major E. J. Lugard, D.S.O., and Mr. H. de Villiers.

Sir Alfred Sharpe said at the present day Nyasaland was in a very satisfactory condition, having had no wars or disturbances for 13 years, and the natives were absolutely contented and satisfied with British rule. Government had for the last five or six years strained every nerve to foster native cotton cultivation. It had been an uphill work, but now the matter had been set going it looked as if in the southern districts a native cotton would be largely extended in the near future. Other products of the Protectorate were tea, shellfish, furs, and rubber. On the eastern side of the Mlanje mountains were some 20,000 acres of land well suited for tea, the export of which last year was 12 tons. With regard to rubber, the only free which appeared to be really suited for cultivation in East Africa was the Ceara. The climate was not hot and damp enough for Para. It had been calculated that Ceara rubber in Nyasaland cost about 3s. 6d. per lb. to place on the home market. In conclusion he stated that he had spent the greater part of the last 22 years in Nyasaland, and he added that he was not returning, but he knew that he should in the future many a time feel a yearning to go back.

Sir Frederick Lugard said that the record to which they had just listened of recent progress in Nyasaland was one of which they might be justly proud. There were three things requisite for successful African administration—patience, tact, and continuity, and the greatest of these was continuity. In Sir Alfred Sharpe they had the embodiment of all three, but they had the perfection of the last, and it was due to the long continuity of his administration in Nyasaland that unbroken progress there had taken place. He first met Sir Alfred Sharpe in Nyasaland in 1888. At that time the slave trade was rampant throughout the whole country in its very worst and most heinous forms. He returned to England to lay the facts before the people at home, an endeavor to organize a system of steamers on the lake and to mine there in order to suppress the slave trade. Mr. Cecil Rhodes came forward, and generously offered to bear the cost of the whole undertaking. However, the late Lord Salisbury took up their case, and the declaration of a Protectorate followed. Referring to Sir Clement Hill, he said that in him, as head of the African Department of the Foreign Office, he and other men "on the spot" had always found sympathy and kindness and one who generously appreciated their labours. (Cheers.)

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 8th at 11.55 a.m.—The barometer has risen moderately in Vladivostok, the depression lying in the neighbourhood of that station yesterday having moved away towards N.E.

Except at the extreme Southern stations pressure has given way elsewhere, particularly on the E. coast of China. Another depression is progressing Eastwards over N. China.

Pressure remains high over the China Sea and the Philippines.

Strong S.W. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: S.W. winds, strong, fair, squally.

Formosa Channel: Same as No. 1.

South coast of China between Hongkong and Lianpo: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 1.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[RUSSO-JAPANESE AGREEMENT.]

THE RUSSO-JAPANESE AGREEMENT.

LONDON, July 7th.

"The Times" correspondent at St. Petersburg confirms the terms of the Russo-Japanese agreement already published, and states that the contracting parties mutually agree to friendly co-operation with a view to improvement of their respective railways in Manchuria and to the perfecting of the junction service. They also agree to abstain from all harmful competition.

BRITISH TRADE RETURNS.

LONDON, July 7th.

The trade returns for the half-year ending in June show increases in imports of £2,924,884, and in exports of £5,081,679.

COMPULSORY WIRELESS.

LONDON, July 7th.

Sir E. Sassoon, the member for Hythe, has introduced a bill in the House of Commons making it compulsory for the installation of wireless telegraphy on British ships.

IN THE CAUSE OF PEACE.

LONDON, July 7th.

The formation is announced of a permanent organisation styled the Associated Council of Churches of the British and German Empires which has for its object the fostering of friendly relations between the two peoples.

The membership of the organisation includes prominent clerical and laymen of all denominations.

THE BISLEY MEETING.

LONDON, July 8th.

Canada has won the Mackinnon Cup at the Bisley meeting.

BRITAIN AND JAPAN.

LONDON, July 8th.

Prince Arthur of Connaught presided at the banquet at the Anglo-Japanese Exhibition in honour of Baron Oura.

There was a distinguished Anglo-Japanese gathering.

Prince Arthur eulogised the work of Baron Oura and welcomed the entry of Japan into the field of friendly commercial rivalry. He hoped her workmen would never lose the delicate handicraft characteristic of the race.

Baron Oura in replying, referred to the happy state of the people of Japan, who, through the Exhibition, were coming into closer contact with England. The Exhibition was a complete demonstration to the world that Britain and Japan were united in maintaining the dignity, commerce and peace of the world.

The Duke of Montrose said the Russo-Japanese Agreement forged one more link in the chain of the world's peace.

SIR FREDERICK LUGARD CONGRATULATED.

LONDON, July 8th.

At the Corons Club dinner Lord Crewe presided, and among those present were Sir Frederick Lugard and Sir Matthew Nathan.

Lord Crewe congratulated Sir Frederick Lugard on the foundation

of Hongkong University, which was an intellectual development for which there was no precedent.

In explanation of the stagnation in promotion he mentioned that the substitution in South Africa of one governor-general for four governors was bound to affect colonial service.

SUPREME COURT.

Friday, July 8th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING JUSTICE OF THE PEACE).

OUTSTANDING COSTS.

The case was mentioned in which Lok Yui Lau sued Li Wai Fong to recover \$115.25.

Mr. Hinds (of Messrs. Brutton & Hett), who appeared for the plaintiff, said he understood the action was settled, and that the defendant had agreed to pay \$30 costs.

Mr. Davidson—There was an arrangement made for settlement, but I don't know whether it has been carried out or not. I have not seen my client for some time, and I don't know whether my friend has seen him.

Mr. Hinds—I have seen my client, and he says it is settled, but my costs have not been paid.

Mr. Davidson—Before any steps are taken your Lordship must be satisfied that the parties have not come to an arrangement between themselves.

His Lordship (to Mr. Hinds)—All you want is your costs?

Mr. Hinds—Yes.

His Lordship—Well, I will put the case in next Friday's list. By that time the costs might be paid.

A BROKEN ARRANGEMENT.

The action brought by Hoosain Ali against Mrs. Cameron to recover \$81.35, in which a verbal arrangement had been arrived at, again came before the Court.

Mr. J. H. Gardiner, who represented the defendant, said the plaintiff had made an arrangement in his office, but he now, apparently, wanted to go back on it.

His Lordship (to plaintiff)—Did you make an arrangement with this woman?

Plaintiff—Nothing in writing.

Never mind whether it was in writing or not?—She promised to pay \$10 a month, but later on people came round and told me she was heavily in debt.

How much is due to you now?—\$30.

His Lordship entered judgment for \$30, payable in instalments of \$5 monthly.

THE DECEITFUL ACTION.

The case was again mentioned in which J. H. Soth proceeded against To Ki to recover \$280.64.

Mr. Bulmer Johnson (of Messrs. Denny & Bowley) appeared for the plaintiff, and Mr. Christopher Wilson (of Messrs. Hastings & Hastings) represented the defendant.

Mr. Wilson explained that his Lordship had adjourned this case to enable Mr. Johnson to consider what steps he would take to remedy his form of action, and he had now obtained an *ex parte* order giving the receiver leave to institute the action. He submitted that was not sufficient to make this action regular.

His Lordship—It is only giving him leave to issue a fresh writ.

Mr. Wilson—If you take that view I must apply for costs to date.

His Lordship—It was evidently a mistake.

Mr. Wilson—But I am entitled to costs to date.

His Lordship—I'll consider the question of costs later. The hearing is fixed for August 8th.

AN ADMITTED DEBT.

Teang Wo Chen v. Chang Sing Hoi was an action to recover \$520.

Mr. P. S. Dixon (of Mr. T. A. Harding's office) appeared for the plaintiff, and Mr. A. Jackson (of Messrs. Johnson, Stokes & Munster) represented the defendant.

Mr. Jackson said his friend had issued a warrant calling upon the defendant to give security, and had called a junk belonging to defendant's nephew. That junk was in the custody of the bailiff, and there would have to be an issue tried as to ownership.

His Lordship—You admit this debt?

Mr. Jackson—No.

Mr. Dixon—The defendant has already admitted it.

Mr. Jackson—I'm not so sure about that. If what he instructs me to do is correct, he has a perfectly good legal defence to the action.

His Lordship—What do you want, a day?

Mr. Jackson—I don't mind a day, but I want an issue directed.

His Lordship—How does it arise? The nephew can have the question tried as to whether he can recover damages for the seizure of the junk, but the only thing before the Court is this action.

Mr. Jackson—It might make the proceedings less costly if my friend would consent to have an issue.

His Lordship—I think there must be judgment first.

Mr. Jackson—I might be able to settle both questions on the hearing of the action. I want an order for discovery.

His Lordship ordered mutual discovery, and fixed the hearing for August 11th.

CANTON OPIUM MONOPOLY.

We have received a voluminous file of correspondence from the acting Secretary of the Hongkong General Chamber of Commerce relating to the Canton Opium Tax and monopoly protest, and will publish extracts from same in our next issue.

A FOREST DRAMA.

A booklet, as dainty as it is interesting, comes from the office of the *Times of Ceylon*. It is a souvenir of the recent elephant kral in Ceylon, and the beautiful letterpress, and exquisite half-tone reproductions of the original photographs enclosed in an artistic cover form a volume which will be treasured by those fortunate enough to obtain a copy. The writer, a well-known Indian sportsman, Mr. A. H. Perwez, describes under the title of "A Forest Drama" stirring incidents in this year's kral. He explains the structure of the stockade into which the huge animals are frightened by hundreds of hunters, and then relates the events which follow the closing of the stockade entrance. We give his own words:—

As it is necessary to have at least three or four pairs of tame or decoy elephants for the noosing operations it is customary for the neighbouring chiefs and other owners to send their trained animals to assist, the recognised remuneration being one or more of the captured elephants for each beast taking part, the actual award of course depending upon the number kralled.

In addition to the mahout or driver, each decoy carries a professional nooser, and unfortunately there is such a large amount of petty jealousy existing between these men (and in a hardly less degree between the owners of the decoys) that it has become well-nigh impossible for a kral to take place without an outbreak of feeling, and, at times, the threat of abandoning the enterprise, and letting the animals go free again. Provided the men are working in unison and given reliable decoys to work with, the noosing of an elephant is a spectacle no spectator is likely to forget. The selected animal having been cut off from the herd, is found himself wedged between two enormous decoys, traitors maybe to their race, but marvels of intelligence, and (the noosers will tell you) full of sympathetic assurances to their captives. Immediately following segregation, a noose is slipped down the back rope of his decoy, and, waiting for a favourable opportunity, instantly his twisted noose of raw hide round the ankle of his prize.

And it is just at this point when the incidents usually occur, for should the captive suspect an enemy in the rear, he can lunge out a ton kick to a distance of something like ten feet, and was betide the mortal who stands in the way. I remember on one occasion seeing a more than usually foolishly native spectator run in to catch the trying-up process, in the corner of which he ventured within range of that clumsy immobile-looking lump of energy. Without the slightest warning, out flew the unheeded leg, quick as lightning, forceful as a battering ram, and down went the unfortunate man like a ninny, with compound fractures in each leg. He died of his injuries two days later.

Considering the large number of elephants that pass through the hands of the noosers in the course of a lifetime, serious accidents are singularly rare. These are, however, quickly anticipated and avoided a dangerous move, and in a second they are safely sheltered under the flanks of the decoy.

Having successfully adjusted the noose, the trying-up process is simple, consisting merely of walking the captive round and round a suitable tree to which the loose end of the noose is already secured. Having "wound himself up" to the satisfaction of his captors, there remains only the securing of the second hind foot, a much less dangerous undertaking, since the tree itself provides ample shelter.

The desperate struggle that follows immediately the decoys are withdrawn, and the victim's hoarse trumpeting, of mingled fear and rage, are among the most pathetic and awe-inspiring incidents of a kral. So frantic are the plunges made by the poor beast that it is no uncommon thing for the bonds to cut deep into its flesh and be quite lost to sight. These wounds take many weeks to heal. An elephant captured by this process can almost always be identified by the circular white scar showing just above the ankle.

But even the tragedy of these hearings, straining monsters, rendered helpless by the triumph of mind over matter, generally forms the background for a comedy in which the calves play a leading part. For there is no noisier little brood in the jungle than a three-months' old elephant once separated from its mother. The decoys seem to realize this, and to understand that an elephant is none the easier to capture when she hears the insistent lamentations of her pet calf. So one of the first things to be done is to get rid of the squeakers, an item into the spirit of which the decoys are said to thoroughly and joyfully enter. Usually they are not accorded the dignity of the noose, for a decoy cuts the youngster across the ears and lays it out, a rope round its feet secures it, and then—think of the humanity!—the decoy leaves the helpless baby alongside the mahout, whose next public appearance is in the motion ring, where it probably realizes £5 or £4 sterling.

On this occasion there were only two calves driven in—I mean very young baby calves—and for some reason unknown to the writer, they were treated as grown-ups. Those of us who were stationed close by the trees to which they were tethered are not likely to forget the din raised by this little brood. One of them proved quite a valuable catch, however, since it was sold for no less than Rs. 400.

The duration of actual captivity depends entirely upon the captive itself, and whereas it sometimes happens that two or three days will suffice to subdue an elephant sufficiently to render it safe to be taken to water between decoys, others have to be kept in close captivity for weeks or even months. Generally, however, an elephant is trained and working in from seven to nine months after being kralled. The value of a newly captured elephant naturally depends considerably on the number captured, but a fair average price is about £10 each. At the last kral (if my memory serves me right) only two were sold for higher figures, whereas most of them fetched only £7 or £8 each; but by the time they have been fed six months and trained, the value has advanced to £50 or even £100. Not infrequently it also happens that a full-grown bull elephant will do himself some fatal internal injury in the course of his mighty efforts to break his bonds, and many a spectator has had to bury his purchase instead of training it.

LATEST STEAMER MOVEMENTS.

The "Shire" Line steamer *Carmenthenshire* left Singapore for Hongkong on the 7th instant, at 7 p.m., and may be expected here on or about the 12th instant.

The German steamer *Coblenz* left Kobe on the 7th instant, at 8 p.m., and may be expected here on or about the 15th instant.

The C.P.R. Co's steamer *Empress of Japan* left Vancouver on the 6th instant a.m. for Hongkong by the usual route of call.

The P. & O. S.N. Co's steamer *Nubia* is expected to arrive at Colombo on the 14th instant, at 5 a.m.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 55. Telephone No. 12. Telegraphic Address: Press Codes: A.B.O. 6th Ed. Libbert.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 p.m. of the 11th inst. will be landed at Consignees' risk and expense.
No fire insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 8th July, 1910. [813]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEHL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at quayside in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo:—
From London, etc., ex s.s. "Mongolian."
From Australia ex s.s. "Persia."
From Calcutta, ex s.s. "Palermo."
From Persian Gulf, ex s.s. "I. S. N. and B. P. S. N. Co.'s Steamer."
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.
No fire insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
E. A. HEWITT,
Superintendent.
Hongkong, 6th July, 1910. [1]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Ballantine United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship
"CAPRI,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns and/or extra Godowns Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.
All Claims must be sent to the Office of the undersigned before Noon, on the 18th inst., or they will not be recognised.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 a.m.
No fire insurance has been effected.
CARLOWITZ & Co.,
Agents.
Hongkong, 8th July, 1910. [4]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT
is now ready and contains:—
Epitome of the Week's News.
Leading Articles:
The British Budget.
A Japanese View of China.
The Orientalisation of Statesmen.
The Rubber Outlook.
A Reflection on Civilisation.
Random Reflections.
Police Authority in Korea.
Hongkong News.
Sir Horne's Holy Honoured.
Canton News.
Taxicabs for Singapore.
Hongkong Sanitary Board.
Company Meeting.
Hongkong Ice Company, Ltd.
Correspondence:
"Touring in Japan."
The Charge Against John Grant.
Fire on Japanese Steamer.
Supreme Court.
Canton Opium Monopoly.
Licensing Board.
Kulungau (Amoy) Municipal Council.
Hongkong Tennis League.
The Volunteer Movement in Hongkong.
Reviews.
Far Eastern Telegrams.
Commercial Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each.
\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage 82.
Hongkong, 9th July, 1910.

WANTED.

COMFORTABLE ROOM with Board in Kowloon. European family. State terms.
O. K.
27, "Daily Press" Office.
Hongkong, 8th July, 1910. [812]

NEW ADVERTISEMENT

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship
"GREGORY APCAR,"
Captain S. H. Nelson, will be despatched for the above Ports on THURSDAY, the 14th July, at Noon.
The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.
Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.
Fare for round trip, \$120.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 9th July, 1910. [813]

PUBLIC COMPANY

CHINA LIGHT AND POWER CO., LTD.

LOST.

CERTIFICATE of 100 Shares standing in the Register of this Company in the name of ANTHONY JOHN SELWYN MANNERS has been

LOST.
Serial No. 269-13313/13412-100 Shares.
NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 24th June, 1910. [775]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the State of NORTH BORNEO from 1st JANUARY, 1911, as set out hereunder:—
Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon, on the 1st day of OCTOBER, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years, commencing on the 1st JANUARY, 1911.
The Farms above referred to are the OPIUM, SPIRIT, GAMBLING, and FAWCROTTING FARMS for the whole or part of the State. Copies of the Form of Contract for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. GUTHRIE & Co., Singapore and Penang, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.
The retail rates for Chandu fixed by Government for the Opium Farm for 1911, 1912 and 1913 are those specified below, viz.:—

For every 3 lbs. packet	...	\$0.142
" 4 " "	...	0.19
" 5 " "	...	0.24
" 6 " "	...	0.28
" 3 lbs. receptacle	...	1.45
" 1 lb. "	...	4.80

Hongkong, 21st June, 1910. [762]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.
Prospectus samples and all information from the General Agents.

SEYMSEN & Co.
(Machinery Dept.), Hongkong.
[748]

KIDNEYS

AUSTRALIAN SHEEP'S

KIDNEYS

60 CENTS PER DOZ.

THE

DAIRY FARM CO., LTD.

[42]

GRAU & CO.

27, DES VEXES ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

STAMP CATALOGUE FOR 1910.

Picture and Painting Books, Novels, Postage

Stamp Albums with Movable Leaf, Puzzle Post

Cards, School and Shopping Bags, Dolls, Toys,

Cigars, Cigarettes, &c., &c.

Inspection Invited. [789]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants

Wholesale and Retail Ironmongers, Pig

Iron and Foundry Coke Importers. General

Storekeepers and Shipchangers. Nos. 35 & 37,

HING LOONG STREET, (2nd St. west of Central

Market). Telephone No. 515. [496]

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

"THE HONGKONG DAILY PRESS"

PRINTING WORKS

turn out the Best Printing at Reasonable Prices

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the Season will be held at HAPPY VALLEY, TO-DAY (SATURDAY), the 9th July, 1910, commencing at 3.30 p.m.
The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.
Soldiers and Sailors in uniform Half-Price.
The Committee invite the Ladies of Hongkong to be present.
REGINALD F. O. MASTER,
Hon. Secy. and Treasurer.
Hongkong, 6th July, 1910. [806]

RE-OPENED! RE-OPENED!

THE

BELLE VIEW

HOTEL

(Telephone No. 907)

ON 7th JULY, 1910.

UNDER entirely New Management, this popular Seaside Resort has been completely reorganised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS,

AND

ICES. ICES. ICES.

Served at all hours either in the Dinner Rooms or on the Spacious and Shady Lawn or Verandah.

Only Best Brands of Liquors stocked.

RESIDENCE RATES on APPLICATION.

All Cordially Welcome.

W. GALLAGHER, Manager.

Hongkong, 7th July, 1910. [308]

G. R.

TENDERS.

TENDERS are invited for the Supply of LABOUR and JUNKS in connection with the Coaling of H.M. Ships, etc., at Hongkong for a period of 12 Months from the 1st August, 1910.
Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on the 16th July, 1910.
A deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.
The right is reserved of rejecting all or any tenders and of accepting any portion of a tender.
EDGAR WATTS,
Naval Store Officer.
H.M. Naval Yard,
Hongkong, 4th July, 1910. [303]

T. & R. BOOTE, LTD.
TILES.

THE Undersigned have now in Stock a Quantity of FLOOR TILES and White and Cream GLAZED TILES, particulars of which may be had on application.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th May, 1910. [796]

STYLISH LADIES

will appreciate the Magnificent Assortment of beautiful CREPE HAND-MADE LACES now showing at HOOSAIN-ALI'S:
SILK LACES and Insertions.
LINEN THREAD LACES and Insertions.
CLUNY LACES and Insertions.
TUDOR LACES and Insertions.
VALENCIENNE LACES and Insertions.
Call Early before you are Sold Out. Pattern Book free. Don't forget the address:
HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central.
Hongkong, 18th June, 1910. [707]

TO LET.

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

A HOUSE, in Knutsford Terrace.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st July, 1910. [325]

TO LET.

NO. 2, HOLLYWOOD ROAD.

No. 2 OLD BAILEY. Immediate Possession.

Apply to—

ABRAHAM V. APCAR & Co.,

14, Des Vexes Road Central.

Hongkong, 4th July, 1910. [800]

TO LET.

NO. 14, SEYMOUR TERRACE, from 1st July.

Apply to—

COMPRADEORE DEPT.

Care of Messrs. GIBB, LIVINGSTON & Co.

Hongkong, 7th June, 1910. [724]

TO LET.

NO. 6, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd July, 1910. [797]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each Flat.

Apply to—

J. HENNESSEY BETH,

No. 4, Lee House Street.

Hongkong, 2nd July, 1910. [795]

TO LET.

NO. 10, ARBUTHNOT ROAD. Six Rooms, House, with a Small Garden.

Apply to—

E. A. & C. F. DE CARVALHO,

14, Arbuthnot Road.

Hongkong, 30th May, 1910. [694]

TO LET

TO LET.

NO. 19 and 23, SHELLEY STREET, new 5-Roomed House, No. 57, PRAYA GRANDE, Macao. GODOWN, DE, Duddell Street.

"CHELTONDALE," No. 100, PRAY, Fully furnished for September and October, 1910. No. 2, CONDUIIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

A WELL-FURNISHED HOUSE in Kowloon, with use of Tennis Court, from 1st June, 1910.

No. 9, BEACONSFIELD ARCADE (Shop). PREMISES at SEAMEN, CANTON, lately in occupation of the Canton Kowloon Railway. FOR SALE.—For Cash, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 9th July, 1910. [91]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st July, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS.

Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yamnait, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [790]

TO LET.

NO. 2 and 3, GOUGH HILL (104, PEAK), as one or two HOUSES, Furnished or Unfurnished.

Apply to—

Messrs. S. J. DAVID & Co.

Hongkong, 29th June, 1910. [782]

TO LET.

"DARTMOOR," No. 13, CONDUIIT ROAD.

21, CONDUIIT ROAD, Chitwan Gardens, GODOWN, 151 to 155, PRAYA EAST.

OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road, No. 4, RIFON TERRACE.

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Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

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Hongkong, 9th July, 1910. [87]

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A BRIGHT OUTLOOK FOR SUFFERERS.

The interest in Malaria to every dweller in China is necessarily overwhelming, for its constitutional effects are so far-reaching and its devastating power is so great that it is constantly spoken of as "The Scourge of the Tropics."

As is generally known, Malaria is due to parasites which feed on the active substance—the hemoglobin—of the red blood corpuscles. The patient thus suffers from Anemia, and as the microbes multiply and the blood is further destroyed the condition degenerates into what is known as Cachexia, an impairment of the general tissue vitality which involves the nervous, muscular, mental, circulatory, respiratory, digestive and other systems. The Malaria patient complains of many depressing symptoms, including loss of memory, impairment of the vision, depression of the spirits, insomnia, digestive disorders, lassitude, wasting and ever increasing weakness—all of which make life a burden.

Happily, through the discovery of a preparation which is as powerful in overcoming these terrible after effects as quinine is in curing the early rigors of Malaria, the disease has lost its terrors.

This preparation is Sanatogen, the most powerful revitalising and restorative agent the world has known, which has produced effects described by doctors as little short of marvellous in the life and restoring moribund patients to perfect health.

Sanatogen derives its power from the unique nature of its constituents. These are glycerophosphate of sodium, the active principle of the nervous system, chemically combined with milk protein, the chief body-building element of milk, by an intricate scientific process protected by Royal Letters Patent. The resulting product is so easily assimilated by the body that it is absorbed within an hour after it has been taken.

Sanatogen's action in Malaria is due to its ability to repair the ravages of the Malaria parasite on the red blood corpuscles. It restores them to their full health, power and activity, thus curing the anemia. It tones the nerves, energises the brain, nourishes the system and, in this way, overcomes the Cachexia.

How rapidly it restores the blood is proved by a case, reported in the medical papers, in which the blood corpuscles of an Officer in the Navy increased half a million per cubic centimetre and the Hemoglobin 42 per cent, within a fortnight's use of Sanatogen.

Malaria has a peculiarly bad effect on children, whose growth it retards most markedly. When given Sanatogen, such children rapidly regain their lost weight, recover their health and grow normally.

Malaria also produces the appearance of premature old age in adults. Sanatogen removes this appearance and the patient rapidly looks younger and younger until he becomes as well as he ever was in his life.

The letters received from physicians, from men of distinguished position and from patients generally who have testified to the extraordinary cures wrought by Sanatogen are numbered by the ten thousands.

Dr. H. W. Hart, Hapur Ramout Depot, Bahugruh, United Provinces, India, writes: "I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen."

Mr. Thomas Lyuu, Calcutta, India, writes: "I was a broken-down wreck of a man, as far as health goes, and had been a martyr to Malaria for four years, becoming weaker and weaker, with the natural run-down condition and its accompaniments, Brindley, Nervousness and Dyspepsia. Two bottles of Sanatogen have made an extraordinary difference for the better—may, for the best. I shall always highly recommend Sanatogen everywhere I go. You will readily understand what a boon such a restorative of life is to people in the Tropics, who have the awful heat to fight against."

What is true of Malaria is equally true of Dysentery, Enteric Fever, and the other depressing conditions which are so prevalent in tropical climates. Sanatogen may be obtained from all chemists. Messrs. A. B. Watson & Co., Hongkong, will forward, post free, to all applying for it, a copy of a brightly written pamphlet "How to keep Well in Tropical Countries," by a physician, on mentioning the "HONGKONG DAILY PRESS."

[127-3]

DARLINGTON'S HANDBOOK.

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FASHIONS AND FANCIES.

THE MERMAID SKIRT.

The Mermaid Skirt can go no further in its own direction. It can be no narrower than it is. Consequently, if it leads anywhere, it must lead to trousers. These could be a little narrower than the skirt that measures one yard round. But perhaps it may lead to reaction? This would be better. It was amusing to watch two young women at the Rhododendron Show in the Botanic Gardens walking about hand in hand lest their self-imposed "hobbling" should lead them to a fall. They held on to each other for mutual support. "More like a tennipenny nail than over," remarked someone, "because the silhouette goes to almost a point." Surely it cannot last.

THE BOTANIC GARDENS.

The general mourning looked more unnatural than ever against the fresh green of turf and trees in the beautiful Botanic Gardens. Two or three persons appeared in colour. One in a whole costume of blue, which was of an aggressively bright shade. A tall girl in striped mauve and white was a relief to the eyes. She ought, of course, to have been in black unrelieved, like the rest of us, but it was easy to forgive her so cool and pleasant she looked amid the universal inkiness. The lovely soft pale rose of the "Pink Pearl" rhododendrons, massed in the centre of the prettily named "dell" seemed a protest against the dark garb of human admirers. One lady was like a waterfall in mourning. She wore a long coat that was completely covered with jet sequins, and fell in straight lines about her tall figure. Floating scarves of mauve or almost lost light. Floating black toilettes. This mourning has revived the fashion of the scarf, which was certainly languishing. This was owing chiefly to the abuse of that graceful adjunct which turned it into dainties, tied it in bows in ridiculous places, rendering the figures of the wearers grotesque beyond telling.

AT THE HORSE SHOW.

One of the effects of the universally black hats and gowns is the difficulty of distinguishing faces. One had not realised before that similarity of costume could extinguish individuality to such an extent. The fact that dress can express individuality comes home to us in these circumstances. Carlyle saw this truth when, in "Sartor Resartus," he said that without clothes all men would be alike. With every woman in a black hat and a clinging black gown they are almost as much alike as a flock of sheep. But just as the shepherd can distinguish between the individuals of his flock, so does the eye of the spectator, after a time, begin to see which of the black figures is young, which tall, which graceful, and which are the very reverse. Oddly enough, the black view tells us most, for it reveals the colour of the hair, the shape of the figure, and the contour of the arms and shoulders better than the front, obscured by ruffe or bow or falling drapery of one kind or another. The black satin tailor-made is favourite wear at the Horse Show. A little lady so clad was admirably neat and well-finished. The skirt was tight, but not dragged in above the ankles. The coat was equally elegant. It showed in front a transparent, puffed black net chemise and high collar. The black cloth feathers, and the patent shoes had buckles of jet. The stockings, by the way, were so very open worked that they were almost as nought upon the dainty little feet with their arched insteps.

SOME COOL BLACK FROCKES.

A very cool-looking gown was worn at the Horse Show by an American lady. It was of the finest and silkiest, and was trimmed with long lines of black Valenciennes, dyed to its own shade. The gown fell in long, straight, natural folds about the slim figure of the wearer, and the only heavy-looking thing about her was a long rope of black beads that seemed as much in the way as they were out of harmony with the rest of the costume. Some of us are still not over the shock of the black view. The black cloth feathers, and the patent shoes had buckles of jet. The stockings, by the way, were so very open worked that they were almost as nought upon the dainty little feet with their arched insteps.

WEDDINGS OF THE WEEK.

This is the wedding month of the season. Half-mourning is worn by the guests, and very lovely compositions in grey and white, mauve, and black and white, have been evolved by our modistes, of which London can boast the cleverest in the world. Is not the capital served by Paris talent as well as English? The combination is excellent. The beautiful materials now manufactured in England help towards the charm of these light, flowy dresses and costumes, and all we want now is just so much of patriotism as will give the preference to the produce of British skill.

WHY NOT ENGLISH?

It will cost nothing, this patriotism, so it ought to come easy. The things are quite as easy as those that come from abroad, and they are cheaper. Also, they wear longer. Inferior materials, both in point of colour and fabric, are prepared for the English market. Try English silks and satins, gentle readers of *Thursday's Globe*. You will never regret it. Buy English ribbons, English straw hats, and you will find that they are just as superior to foreign as English tailors are acknowledged to be to those of other nations. Half the problem of unemployment would be solved if the women of England would shop patriotically. It would then be impossible for such an anomaly to occur as that the looms of Lyons should be set busily running to provide the British nation with national mourning, while our own are no more than normally active.

THE NEW EMBROIDERIES.

The trimming of a gown is like the seasoning of a dish. It makes or mars it. The new embroideries are lovely enough to "make" the very simplest of gowns, provided always that it is well cut. The designs are not too large in the very best of these, and the skill of the workers is displayed in the fine stitching, the combination of beautiful small beads with silks and fine cords. A mauve, grey, and white embroidery designed to trim a gown to be worn at a July wedding, is intermingled with very small seed pearls and crystal beads, with amethyst jewellery introduced here and there, and enclosed in crystalline thread. This lovely work is done in England by a firm that employs cottagers, and gives them as much work as they can do.

THE HUGENESS OF THE HAT.

Most inconvenient is the hugeness of the hat. And to its wearer, most of all. She is becoming quite clever at turning her head to an angle which will permit her to enter a carriage, a train, or a motor, thus without damaging her headgear. She is also astute in choosing a hat, if choice should happen to be possible, that is not next another hat as large as her own. Collisions are in this way reduced in number. The wearers of moderate hats sometimes defend themselves against the attacks of hat-brims or of hats by placing their sunshades in a perpendicular position on the sight, and holding

them steadily as close to themselves as possible. Gladly Yes. For this is not aggressive, only defensive. Two women in a car or carriage can scarcely sit near enough to converse on account of the size of their hats. They sit well apart, and have to shout above the noise of the motor or of the horses. It will be well when these and other inconveniences shall be banished by the simple means of reducing the size of hats—X. and Z. in the *Globe*.

THE MEDITERRANEAN COMMAND.

When, says the *Times*, Lord Middleton raises the question of the Mediterranean Command in the House of Lords the spokesman of the Government will probably announce that Lord Kitchener has asked leave to throw up the appointment.

The late Commander-in-Chief in India has never concealed his dislike for the post which was offered to him last year. He only accepted it, as in duty bound, at the express wish of his Majesty, who shortly before his death released Lord Kitchener from his obligation. Lord Kitchener's reasons for declining the appointment are no doubt not widely different from those which induced the Duke of Connaught to tender his resignation. The difficulty of dealing with no fewer than five separate departments of Government at home, the clashing of responsibilities which seemed inevitable on the military side, and the absence of real power, and especially of the power for decision, were all causes which led to a man of Lord Kitchener's character from accepting the appointment.

His decision will no doubt place the Government in a position of some embarrassment. It will not be easy to adduce reasons for retaining an appointment which is considered useless by the holder. It is not likely to be re-assigned. It has been found practically impossible for the Inspector-General of the Forces to supervise the training of troops at home and at the same time to inspect those in the overseas garrisons of the Empire. The absence of Sir John French in Canada at this moment at the request of the Dominion Government has, for example, entailed the postponement *ad sine diem* of many inspections which were due to have been carried out at home; and, as the Inspector-General is a hard-worked man, this interruption of his labours must recur whenever he leaves England upon some distant mission. In principle, the absence at any time from the British seat of the General Officer who is best qualified, if not designated, to command the Expeditionary Force in time of war is much to be deprecated, for it is open to very real and very serious objections. The Inspector-General of the Forces is naturally more in touch with the whole body of troops at home than any other commander, and it is very inexpedient to risk the employment of intricate machinery with its misgivings removed.

Considering the progress made during recent Imperial Conferences in the unification of the armed forces of the Empire, and considering the need for frequent inspections as the basis for securing a common effort for a common purpose in the overseas possessions of the Crown, the appointment of some *ad interim* the Inspector-General, imbued with his views and prepared to co-operate with him in prolonging his work overseas, has become an indispensable need of the times.

The difficulties and worries which might very likely arise from attaching to the Mediterranean Command the somewhat honorific and not indispensable attributes of High Commissioner might very readily be overcome by absorbing the Commander-in-Chief in the Mediterranean into the staff of the High Commissioner, and by making the latter the real commander of the Expeditionary Force in time of war. This would be a large enough as it stands, though it must depend upon the Governments of the various self-governing Dominions whether, and if so, how often, they seek assistance and advice. The duties of the appointment will require the exercise of much tact and judgment, but in Sir Ian Hamilton, whose name is mentioned in connection with the post, the Government will find a popular and experienced commander, who will combine all the qualities necessary for the successful performance of a difficult mission.

There will be only one opinion in the Army in deploring the fact that, by reason of his decision, Lord Kitchener's active connection with the Army must, temporarily at all events, come to an end. The Army without Kitchener is like *Hamlet* without the Prince of Denmark. But it need not be imagined that there exists any political intrigue to exclude Lord Kitchener from any military office. The truth is that there is unfortunately no military position in the Army at home which Lord Kitchener would care to fill. When the country is pleased to ask him to take off his coat to carry to its final stage the great work of military reorganization which Mr. Haldane has so well begun, no one can doubt that Lord Kitchener will respond; but it is futile to suppose that he will be content to play subordinate parts and to suffer a great reputation by accepting responsibility without power. It may be that the Government will be able before long to provide Lord Kitchener with a high office, which his distinguished services have merited, and which is not so rich in great men, who inspire general confidence that he can afford to see his unique personality and undimmed talents lost to the country which he has served so well.

No one need think that Lord Kitchener will either rust at home in idleness, or adopt the rôle of military critic of this or any other Administration. Those who love the East return to the East. But whatever Lord Kitchener may decide to do, and however far afield his predilection for wandering may tempt him, the public may rest assured that his services will all times be available for his country; whenever there is work to be done, and power married to responsibility for the man who has to do it.

From the broad standpoint of our highest military interest, and in view of the fact that the decisive battle for military efficiency is yet to be fought, the temporary withdrawal of Lord Kitchener and his detachment from all parties and policies have certain compensations which we may not improbably appreciate more highly in the future than we can now.

ON SALE.

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I WAS DEAF, BUT NOW I HEAR.

THE REMARKABLE STORY OF A CLEVER INVENTION WHICH ENABLES THE DEAF TO HEAR.

A WIRELESS TELEPHONE FOR THE EAR.

By PROFESSOR HOFFMAN, Inventor of the Ear-Phone.

I WANT to tell all those members of the public who suffer from *Deafness or Defective Hearing* that I have discovered a way whereby they can once again hear as well as those who are not deaf.

I want to tell YOU, if either of these complaints are yours, that I can enable you to hear, unless yours happens to be an instance of deafness from birth or of total paralysis of the sense of hearing. If you will communicate with me and follow my advice (which will be gladly given free of all charge), I will enable you to hear as well and as distinctly as anybody could wish. I am sure of this, because I cured myself in just the same way.

I myself know what deafness can be. I have known what it is to feel my sense of hearing growing worse and worse every day, and myself becoming more and more unfit to carry on the scientific work to which I was devoted. And it is because I remember this so vividly that I am earnestly anxious to place within reach of every sufferer from deafness the very same means that gave me back my hearing.

HOW I CAME TO STUDY THE PROBLEM OF DEAFNESS.

This is how I happened to make my discovery. I happened at the time to be engaged in certain delicate telephonic test-work, when suddenly I became aware that I could not hear as well as I had used to. I was growing deaf. Words became blurred and blurred. Sometimes whole sentences of conversation were completely lost to me. And as with every week the disorder grew worse and worse, I felt that in a short time I should be compelled to give up in despair.

But all the time this extraordinary fact held me to hope—that although it was sometimes most difficult to distinguish what people in the same room as myself were saying to me, yet I could hear them quite plainly whenever they were speaking to me over the "phone," possibly from a distance of many miles.

This fact held me from the first. I thought, "I experimented, I studied the matter in all its bearings. And the more I studied why I could hear people over the 'phone' better than in ordinary conversation, the more convinced I became that some adaptation of the principle of the telephone would enable my deaf ears to hear again."

HOW I MADE MY DISCOVERY.

It was while lying in bed one night that the question suddenly flashed across my inner consciousness:—
"Why not a 'phone' for the inside of my deaf ears?"

The inspiration was so strong upon me that I instantly rose, dressed, and fairly rushed to my workshop. Within twenty-four hours I had before me, fully completed, a minute appliance, the effect of which on my hearing was so magnificent that it made me exclaim aloud: "At last I have got it!"

I found that with the "Ear-Phone" I could hear perfectly. All roarings in the head ceased. I no longer had to strain to catch every syllable, or to ask my friends to repeat their remarks.

"because I couldn't hear what they said." My hearing was as good as in the days of my youth. Moreover, it was simple to wear, quite invisible, absolutely safe, and caused no discomfort whatever—rather the reverse. And so I determined to make known my invention to a wider circle, and to give every man, woman, or child in this country afflicted with deafness or defective hearing the opportunity of *hearing* again.

HOW I CAN HELP YOU.

My "Ear-Phone" is a scientific but quite simple aural aid. It fits easily and comfortably into the outer passage of the ear, where it concentrates a perfect sounding-board, concentrating the sound waves upon the eardrum. In fact, it acts to the ear of the "hard of hearing" much as a pair of spectacles act to the eyes of the short-sighted. It is an ear-spectacle.

Unlike many hearing devices, this "Ear-Phone" is quite non-irritating. In fact, after a few hours you quite forget you are wearing anything at all. You can keep a pair in all day and all night, and as there is no unsightly and dangerous outside attachment, nobody can tell you are using anything at all.

Now, if you are suffering from defective hearing I need hardly say how very pleased I shall be to have you write me on the subject, and give me particulars of your case. Naturally I am very interested in all such cases, and if you would care to peruse a book I have written upon deafness and ear trouble, and how such complaints are at once relieved by the use of the "Ear-Phone," I will send you along a copy by return. I think it will interest you, and therefore invite you to accept a presentation copy from me. I am earnestly desirous of doing anything in my power to help any man, woman, or child in this country suffering from deafness to recover, as I did, this most precious gift of hearing.

The following are a few of the distinctive features of my "Ear-Phone":—

1. It relieves deafness and arrests its progress.
2. It remedies hardness of hearing.
3. It causes no irritation.
4. It has no clumsy attachments.
5. It is entirely invisible.
6. It is perfectly safe.
7. It can be worn always—sleeping, washing, bathing, &c.
8. It is free from wire or metal.
9. It does not cause unpleasant noises in the ear.
10. It does not cause discharges from the ear.
11. It does not have to be removed when clearing the ear.
12. It guards the mucous membrane from all atmospheric effects.

If you will write to Professor Hoffman at Dept. 144A, 54, Duke Street, Oxford Street, London, W., England, I will send you at once (post free and gratis) a copy of my illustrated book, *The Sense of Hearing: How it is Impaired and How it may be Restored*. All who have read my book say it is the most interesting and helpful book ever written for the deaf and hard of hearing.

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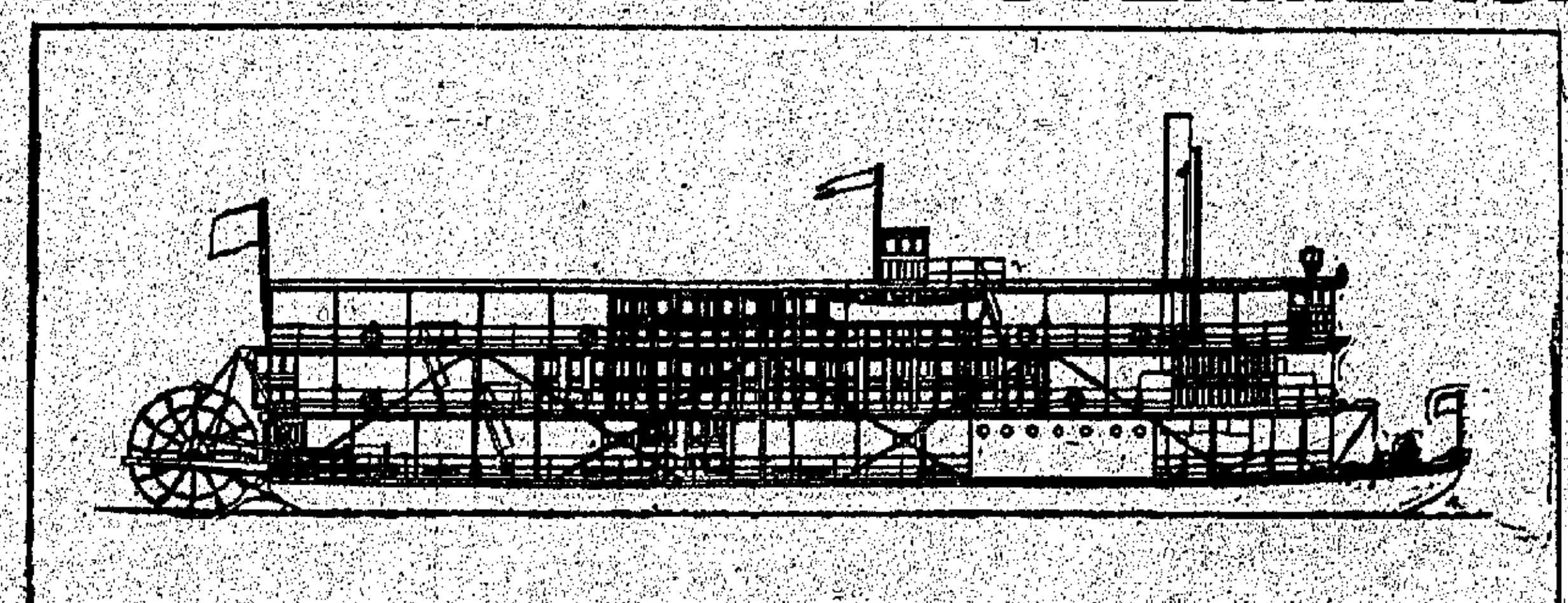
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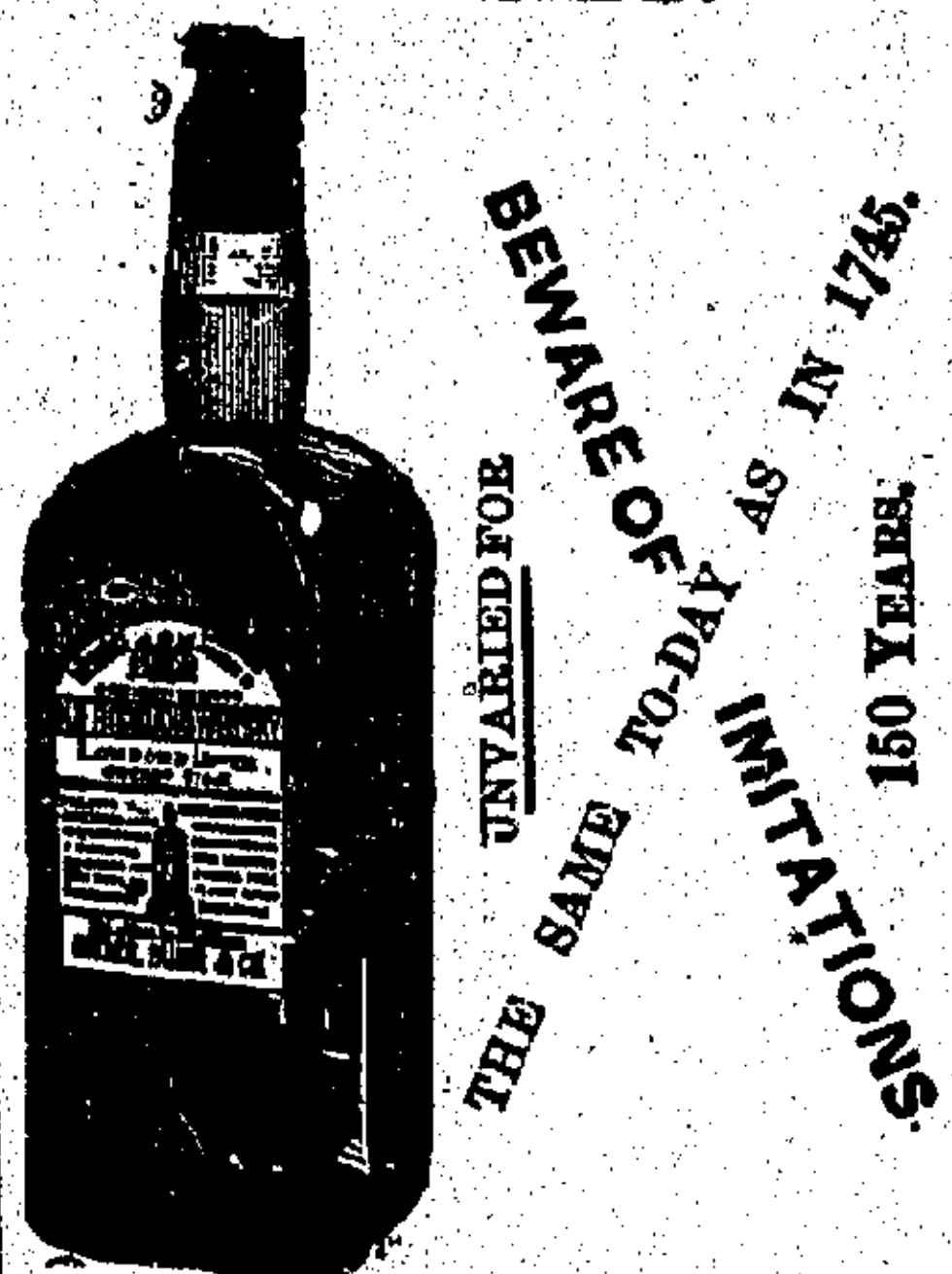
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 "There was a moon, Jem," said somebody.
 —"a lal boy baby, happen six months old."
 Nichol gave the words slowly at the top of his
 voice, and passed again to enjoy the effect
 which was unmistakable. At last he went on
 "If anybody claims it, they mun do so now
 and prove ownership, or it'll be sent to
 poorhouse at t' law direct. And now God save
 t' Queen!"

one thing he was supposed to have been disappointed in his wife, the mother of Henry. There may have been additional reasons, but this was the one old Nichol, the clerk, would have given you. It was several years since Mrs. Fogg had died, prematurely worn out; all said by the intolerable treatment of her husband. Not that it was in old Fogg's nature ever to give a blow with his fist to a woman. He could never

and just as her sight was getting unfitted when she fears the figure of a horseman crossed it going towards the hillside. Quickly Clare dashed the mist from her eyes and looked eagerly. It was old Foggin returning home. The parson was out. She went to the girl in the kitchen to tell her something about the child, and a minute later Clare was dressed and speeding through the sun.

BI

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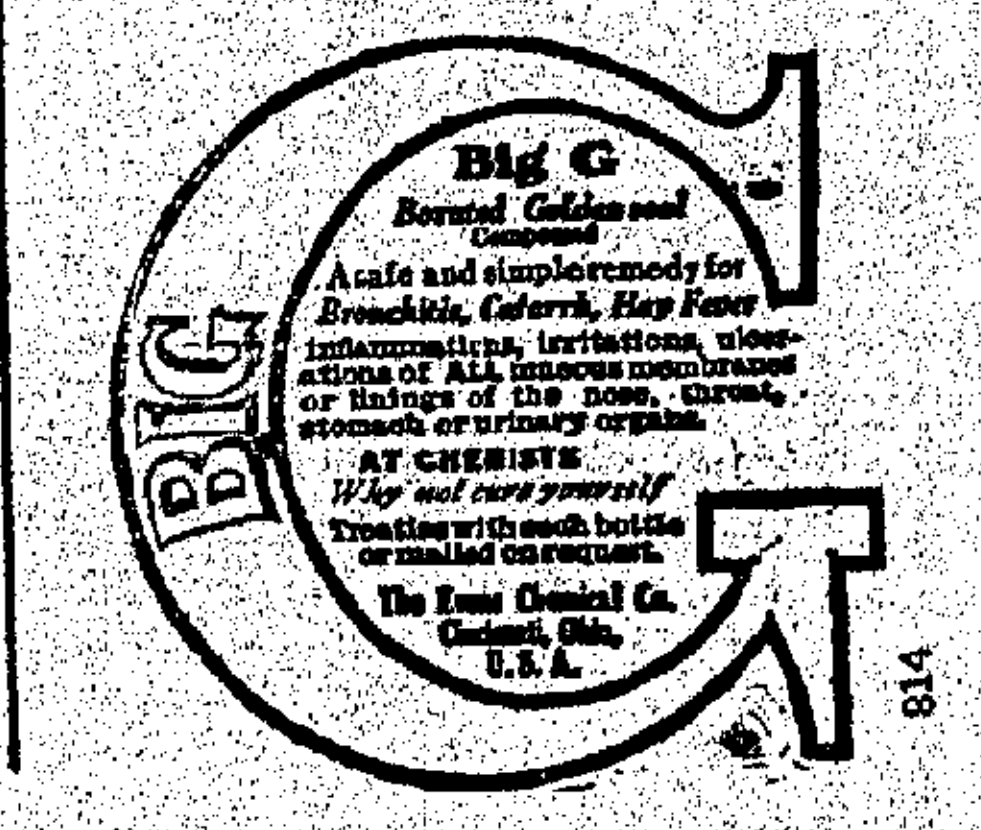
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	30, Cornhill, E.C.



SINGAPORE, June 30.

Date of formation	Capital	Subscribed	Number of Shares	Unpaid Value	Paid up to	Shares Unissued	Company	Quotations	Last Dividend
1900	120,000	105,000	105,000	1	1	...	Alor Gajah Rubber Estate	3.50	.....
1909	\$750,000	600,000	140,000	5	5	...	Ayer Panas Rubber Estates Co.	12.50	.....
1909	£85,000	75,000	740,000	2 1/2	2 1/2	...	Allagar Rubber Estates, Ltd.	8 1/2	.....
1908	£150,000	£150,000	1,500,000	2 1/2	2 1/2	...	Anglo-Malay Rubber Co., Ltd. (fully paid)	111.0	80% in '08
1908	\$200,000	151,200	16,120	10	10	5,120	Balgownie Rubber Estate, Ltd.	31.00	100% for '10
1900	\$50,000	35,250	470,000	2 1/2	1 1/8	...	Batang Malaka	5 1/2	.....
1904	£20,000	20,187 10/-	19,000	1	1	8,250	Batu Caves Rubber Co., Ltd. (l.p.)	18.00	50% for '09
1906	£80,000	70,000	70,000	1	1	...	Batu Tiga (Selangor) Rubber Co., Ltd.	51.00	.....
1909	£100,000	68,908	67,816	1	1	...	Bukit Kajang Rubber Estates, Ltd.	2.40	2 1/2% in '08
1907	£230,000	25,500	24,000	1	1	12,000	Bukit Lintang Rubber Estates, Ltd.	212.6	.....
1903	£70,000	68,700	68,700	1	1	3,300	Bukit Rajah Rubber Co., Ltd.	7.00	.....
1910	\$500,000	500,000	50,000	10	10	...	Bukit Timah Rubber Estates, Ltd.	2310.0	00% for '00
1906	£35,000	£35,000	30,000	1	1	...	Castlefield (Klang) Rubber Co., Ltd.	22.00	.....
1910	\$750,000	700,000	70,000	10	10	...	Changkat Serdang Rubber, Ltd.	8.0	.....
1909	200,000	62,500	12,500	10	5	...	Cheras Rubber Estates, Ltd.	17.00	.....
1909	£225,000	175,000	1,750,000	2 1/2	2 1/2	...	Cheras Rubber Estates, Ltd.	14.00	.....
1904	£16,000	16,000	10,000	2 1/2	2 1/2	...	Chersonese (F. M. S.) Estates, Ltd.	5 1/2	.....
1905	£275,000	62,007	62,007	1	1	1,000	Cleary Rubber Estate	212.6	25% in '09
1906	£110,000	102,500	102,500	1	1	7,600	Consolidated Malay Rubber Est., Ltd.	212.3	26 1/2% in '09
1906	\$500,000	475,000	475,000	1	1	...	Damanasari (Selangor) Rubber Co., Ltd.	113.3	20% in '09
1900	45,000	40,000	40,000	1	1	...	Elphinstone Estates, Ltd.	8.0	10% for '09
.....	35,000	.....	.....	1	1	...	Edinburgh	7.00	.....
1907	80,000	70,000	70,000	1	1	...	Federated Selangor	nominal	.....
1907	\$300,000	300,000	300,000	1	1	...	Golconda Malay	75.0	.....
1908	\$880,000	680,000	40,000	17	17	...	Glenasy Plantations, Ltd.	2.75	.....
1909	\$600,000	150,000	30,000	10	5	...	Heves Rubber Planting Co., (l.p.)	22.00	.....
1909	£310,000	305,000	30,000	1	1	8,784	Henrietta Rubber Estate	91.00	.....
1904	£50,000	30,000	30,000	1	1	2,600	Highlands & Lowlands Para R. Co., Ltd. (l.p.)	10.20	15% in '09
1909	\$250,000	200,000	20,000	10	10	...	Kanakkum Rubber Estates, Ltd.	19.00	25% in '09
1909	£95,000	65,000	65,000	1	1	...	Kedagang (Sumatra) R. & S. Percha Co., Ltd.	36.00	.....
1909	£200,000	182,200	190,000	2 1/2	1 1/2	...	Kapar Para Rubber Estates Co., Ltd.	91.00	.....
1907	£180,000	180,000	180,000	1	1	...	Kamuning Perak	9 1/2	.....
1907	\$300,000	200,000	20,000	10	7	...	Kuala Lumpur Rubber Co., Ltd.	91.00	30% in '09
1907	£100,000	90,000	90,000	1	1	10,000	Kombok Rubber Estate Ltd.	22.00	.....
1907	£280,000	269,780	197,980	1	1	52,605	Lahm (F. M. S.) Rubber Co., Ltd.	19	25% for '09
1906	£125,000	75,000	80,000	250	15	25,000	Landron Rubber Estates, Ltd.	7.50	10% for '08
1905	£100,000	98,324 8/-	889,244	2 1/2	2 1/2	13,758	Landron Rubber Estates, Ltd. (contrib.)	8.50	10% in '09
1909	£140,000	118,000	118,000	1	1	...	Ledbury Rubber Estates, Ltd.	51.60	.....
1909	£220,000	75,000	150,000	1	1	...	Linggi Plantations, Ltd. (Ordinary)	31.60	.....
1906	£400,000	300,000	185,000	1	1	...	Linggi Plantations, Ltd. 185 per cent. Preference	3.25	100% in '08
1900	£210,000	175,000	115,000	1	1	...	London Asiatic R. & P. Co., Ltd.	nominal	7% for '08
1909	£220,000	75,000	115,000	1	1	...	Lumut Rubber Estate, Ltd.	7.00	3% for '08
1906	£400,000	300,000	115,000	1	1	...	Malacca Rubber Plantations 7 1/2 per cent. Pref	2.00	.....
1900	£210,000	175,000	1,750,000	2 1/2	2 1/2	...	Ordinary (l.p.)	14.10	10% for '08
1903	£20,000	22,500	22,500	2 1/2	2 1/2	75,000	Mentiman Rubber Estate, Ltd.	14.10	.....
1909	\$400,000	400,000	80,000	5	5	...	Pataling Rubber Estates Synd., Ltd.	7/8	.....
1909	\$200,000	200,000	200,000	1	1	...	Pejang, Limited	31.00	125% for '09
1909	\$500,000	450,000	45,000	10	10	...	Pantai, Limited	18.50	.....
1910	\$450,000	295,000	45,000	8	5	10,000	Pegoh, Limited	2.50	.....
1906	£85,000	85,000	85,000	1	1	...	Port Dickson Rubber Co., Ltd.	48.00	.....
1900	£60,000	63,875	35,000	1	12/6	...	Pork Plantations	16.00	.....
1904	£20,000	18,752	20,000	10	10	4,698 part paid shares 221 7/8 Deb.	Rombia Rubber Estates Co., Ltd., Ordinary	5.50	124% for '09
1904	£100,000	100,000	50,000	2	2	...	Cum Preference	2.50	.....
1905	£100,000	100,000	71,738	1	1	...	Sagga Rubber Company, Ltd.	112.6	.....
1907	£100,000	80,400	48,000	1	1	...	Sanderoft Rubber Co., Ltd.	16.50	.....
1898	£300,000	30,000	300,000	2 1/2	2 1/2	3,000	Sapong Rubber Estate, Ltd.	38.00	100% for '10
1903	£200,000	328,000	328,000	100	100	...	Seafeld Rubber Co., Ltd.	115.0	.....
1909	£120,000	100,000	100,000	1	1	...	Seafeld Rubber Co., Ltd. (contrib.)	3.25	.....
1906	£50,000	50,000	50,000	1	1	...	Selangor Rubber Co., Ltd.	7.00	.....
1909	£250,000	200,000	100,000	1	1	...	Singapore Rubber Co., Ltd.	4.00	25 1/2% for '09
1909	£250,000	200,000	100,000	1	1	...	Singapore & Johore Rubber Co., Ltd. (l.p.)	450.00	.....
1906	£50,000	50,000	50,000	1	1	...	Singapore Para Rubber Estates, Ltd.	16.50	20% in '10
1909	£250,000	200,000	100,000	1	1	...	Shelford Rubber Estate, Ltd. 3 per cent.	4.00	.....
1909	£250,000	200,000	100,000	10	6	...	St. Helena Rubber Coy., Ltd.	4.50	7 1/2% for '09
1909	£110,000	100,000	100,000	1	15	...	Sialang Rubber Estate, Ltd.	35.00	.....
1909	£50,000	32,000	40,000	1	16	...	Sundayang Rubber Estate, Ltd.	21.25	.....
1909	£175,000	175,000	175,000	2 1/2	2 1/2	...	Straits Settlements (Bertam) B. Co., Ltd.	2.75	.....
1903	£110,000	100,000	100,000	1	1	385 forfeited	Sungei Kapar Rubber Co., Ltd.	10 1/2	7 1/2% in '09
1907	£70,000	50,000	50,000	1	1	10,000	Sungei Sakai Rubber Co., Ltd.	1015.0	31 1/2% for '09
1904	£50,000	50,000	50,000	1	1	800	Sungei Way (Selangor) Rubber Co., Ltd.	5.50	.....
1907	45,000	40,900	32,400	1	17/6	...	Sungei Choh	51.00	.....
1909	£150,000	60,000	64,000	1	7/6	...	Contributory	8.00	.....
1900	\$200,000	165,000	33,000	5	5	...	Teluan (Johore) Rubber Co.	5.25	.....
1909	\$1,000,000	637,500	737,500	1	1	...	Teluk Anson Rubber Estates, Ltd.	4.50	.....
1907	£200,000	170,000	170,000	1	1	48,000	United Singapore Rubber Estates, Ltd.	11.50	.....
1908	£25,000	65,000	65,000	2 1/2	2 1/2	...	United Serdang (Sumatra) Rub., Ltd.	3.50	.....
1904	£80,000	50,000	50,000	2 1/2	2 1/2	94,000	United Sumatra Rubber...	71.00	5% for '10
.....	.....	.....	.....	.....	.....	.....	Valanabura Rubber Co., Ltd.	11/9	10% for '09
.....	.....	.....	.....	.....	.....	.....	.....	21.18	55% in '09

BRIT

clarity, dispatch boat, 700 tons, 4 guns,
 3,000 h.p., Comd. A. L. Jordan, Shanghai.
 Intram, 2nd class cruiser, 4,550 tons, 10 guns,
 7,000 h.p., Captain E. B. Middle,
 Shanghai.
 Atlas, auxiliary tug, 615 tons, 1,400 h.p.,
 Master, S. West, Hongkong.
 Bedford, 1st class cruiser, Capt. B. S. Fisher-
 bert, Weihaiwei.
 Bramble, gunboat, 710 tons, 900 h.p., Lieut.
 Comdr. B. G. Winkington, Shanghai.
 Triton, 2nd class, 710 tons, 900 h.p., Lieut.
 Comdr. B. H. Donovan, Hongkong.
 British, 1st class, 1,070 tons, Comdr. H. J.
 P. Beard, Shanghai.
 Cherub, water tank and tug, 590 tons, 300 h.p.,
 Master, W. Smith, Hongkong.
 Dillo, British aloop, 1,070 tons, Comdr. O. T.
 Burnett, Shanghai.
 Euse, torpedo-boat destroyer, 310 tons, 6
 guns, 5,700 h.p., Lt.-Comdr. G. B. Hart-
 ford, Hongkong.
 Flora, 2nd class cruiser, 4,350 tons, 10 guns,
 7,000 h.p., Captain J. * Nicholas,
 Weihaiwei.
 Hardy, torpedo-boat destroyer, 275 tons, 6 guns,
 4,000 h.p., Lieut.-Comdr. B. J. D. Gay,
 V. C., Shanghai.
 Hart, torpedo-boat destroyer, 275 tons, 6 guns,
 4,000 h.p., Lieut.-Comdr. H. S. Monroe,
 Shanghai.
 Hanzu, torpedo-boat destroyer, 280 tons, 6 guns,
 3,900 h.p., Lt.-Comdr. G. C. Heestrick,
 Hongkong.
 Kent, 1st class cruiser, 9,800 tons, 14 guns,
 Capt. B. St. J. Farquhar, Weihaiwei.
 Kinshira, river gunboat, 616 tons, Lieut.-Comdr.
 T. J. S. Lyne, Yangtze.
 Kestrel, surveying ship, 1,070 tons, 6 guns, 1,400
 h.p., Capt. F. C. Learmonth, Kuala B. N.
 Borneo.
 Minotaur, 1st class cruiser, 14,600 tons, Capt.
 G. C. Cayley, Hongkong.
 Monmouth, cruiser, 3,800 tons, Capt. L. E.
 Power, M.V.O., Weihaiwei.
 Moorhen, river gunboat, 180 tons, 2 guns,
 Lieut.-Comdr. G. P. Leith, West River.
 Nightingale, river gunboat, 85 tons, 240 h.p.,
 Lt.-Comdr. Claude Hillarsden-Woodward,
 R.N., Yangtze.
 Otter, torpedo-boat destroyer, 385 tons, 6 guns,
 5,300 h.p., Comdr. E. Stevenson, Shang-
 hai.
 Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
 Lieut.-Comdr. J. White, Hongkong.
 Sandpiper, river gunboat, 85 tons, 2 guns, 240
 h.p., Lieut.-Comdr. E. J. J. B. Sonthay,
 Hongkong.
 Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
 Lieut.-Comdr. John Michael Barker, Yangtze.
 Taku, torpedo-boat destroyer, Gunner W.
 Barlow, R.N., Hongkong.
 Umar, receiving ship, 450 tons, 6 guns,
 Rear-Admiral L. B. Hongkong.
 Unicorn, gunboat, 180 tons, 2 guns, Lieut.
 Comdr. E. J. G. Good, Yangtze.
 Whield, gunboat, 710 tons, 900 h.p., Lieut.
 Comdr. M. B. Baillie-Hamilton, Yangtze.
 Virago, torpedo-boat destroyer, 395 tons, 6 guns,
 6,200 h.p., Lieut.-Comdr. C. E. Lloyd-
 Thomas, Weihaiwei.
 Waterwheel, surveying ship, 620 tons, 490 h.p.,
 Lieut.-Comdr. K. L. Hancock, Straits
 Settlements.
 Whiting, torpedo-boat destroyer, 340 tons, 6
 guns, 5,900 h.p., Lieut.-Comdr. G. B.
 Hartford, Hongkong.
 Wildgeon, gunboat, 195 tons, 2 guns, 800 h.p.,
 Lt.-Comdr. M. H. Wilding, Yangtze.
 Woodcock, gunboat, 150 tons, 2 guns, 530 h.p.,
 Lieut.-Comdr. B. R. Brooke, Yangtze.
 Woodlark, gunboat, 450 tons, 2 guns, 500 h.p.,
 Lieut.-Comdr. G. F. A. Mulock, Yangtze.
 YANAGIWA.
 Kaiserin Elisabeth, Austrian protected cruiser,
 4,000 tons, Frigatekapitan Oskar Hansen,
 Noronha Waters.
 Panther, third class cruiser, 1,550 tons, Fre-
 gettenkapitan, Theodor Skarl Edl von
 Schmidt, Hongkong.

Lacharmer, armored cruiser, (flagship),
 11,420 tons, 52 guns, 29,000 h.p., Captain
 Zur See Meane
Taku, destroyer, 280 tons, 4 guns, and 2 torpedoes,
 6,000 h.p., Kommandant Kolb
 (Hans) Bremm
Torpedo boat, "Seyo," Captain Leut. Heydan
Tiger, gunboat, 800 tons, 10 guns, 1,500 h.p.,
 Captain v. Roz
Thingtau, gunboat, 1,700 tons, 5 guns, 1,300 h.p.,
 Captain Ross
Vaterland, gunboat, — tons, 3 guns, 500 h.p.,
 Captain Toussaint
 PORTUGUESE.
Calabria, protected cruiser, 2,428 tons, 26 guns,
 4,000 h.p., Capitano Mario Casanova di
 Jasterod
Euglia, protected cruiser, 2,488 tons, 26 guns,
 7,000 h.p., Capitano Gusani Vissconti Mar-
 chese Lorenso
 PORTUGUESE.
Patric, gunboat, 700 tons, Captain J. Affrezo
Reischa D. Amella, cruiser, 1,800 tons, Captain
 G. Lima
Vasco de Gama, cruiser, 3,030 tons, Captain
 Augusto Jose de Almeida
 UNITED STATES.
Barry, destroyer, 420 tons, Ens. Edmund S.
 Root, Cavite
Callao, gunboat, 243 tons, Ens. J. R. Harrison
 Hongkong
Chauncey, destroyer, 420 tons, Ens. I. N.
 McNeil, Cavite
Charataon, cruiser, 3,300 tons, Commander
 John D. MacDonald, Shanghai
Cleveland, cruiser, 3,900 tons, Commander
 W. R. Keams, Shanghai
Charleston, battle-ship (flagship), 9,700 tons,
 58 guns, 21,000 h.p., Comdr., John H.
 Gibbins, Shanghai
Dale, destroyer, 420 tons, Lieut. Herbert H.
 Michael, Cavite
Deaver, cruiser, 3,200 tons, Comdr. Edward E.
 Caspary, Shanghai
Galveston, cruiser, 3,200 tons, Commander
 John A. Hoogevoort, Manila
Helena, gunboat, 1,892 tons, Comdr. Reuben
 C. Biles, Shanghai
Mobile (station ship), Commander G. R.
 Salisbury
Monterey, monitor, 4,000 tons, Lt. D. W. Todd,
 Olongapo
Pennsylvania, armored cruiser, 13,680 tons,
 Capt. A. Ward, Cruising
Rainbow (Rear-Admiral Hemphill's flagship),
 Comdr. E. E. Wright, Shanghai
Villalobos, gunboat, 370 tons, Lt. A. Andrews
 Hongkong
Wilmington, gunboat, 1,800, Comdr. Edward
 Lloyd, Hongkong
Arway, gunboat, Lieut. Comdr. Matt H.
 Signor
Mindoro, gunboat, Lieut. George M. Baum
Paraguay, gunboat, Ensign Roy L. Lowman
Samar, gunboat, Ensign W. C. I. Stiles
Beinbridge, destroyer, 7 guns and 2 torpedoes
 — tubes Ensign Lloyd W. Townsend
Porpoise, 125 tons, 160 h.p., Ens. Keene
 Wining
Shark, 135 tons, 160 h.p., Ensign Theodore C.
 Ellison

July 7th, 1910

The Prices are given in Dollar Cents.

STEWED MEAT.		
肉片	Mei Lung Pa Yuk—Beef, sliced	1b. 20
肉片	and prime cut	1b. 20
肉片	Hani Ngau Yuk—Corned Beef	1b. 20
肉片	and prime cut	1b. 20
肉片	Ngau Nam—Brest of Beef	1b. 20
肉片	Tong Yuk—Beef for soup	1b. 20
肉片	Ngau Yuk Pa—Beef Steak	1b. 20
肉片	Ngau Yok Ching—Sausages	1b. 20
肉片	Ngau No—Bullock's Brains	1b. 20
肉片	Ngau Lao—Beef Steak, Sliced 1b.	80
肉片	Ngau Lao—Bullock's Tongue,	1b. 20
肉片	and prime cut	1b. 20
肉片	Hani Ngau Lu	60
肉片	Ngau Tau—Bullock's Head	1b. 20
肉片	Ngau Sam	Heart .. 1b. 12
肉片	Hani Ngau Kin—Beef Hump,	1b. 20
肉片	salt	1b. 20
肉片	Ngau Kak—Bullock's Feet	each 80
肉片	Ngau Lu—Beef Calf	1b. 20
肉片	Ngau Mek—Bullock's Tail	1b. 20

龍花蝦	Wong Pa Yü—Labrus	23
龍蝦	Luz Ha—Lobsters	23
魚	Shi Yü—Mackerel	23
魚	Loach	23
魚	Chai Yü—Mullet	23
魚	Mong Yu—Mong Fish	23
魚	Shang Hsi—Trout	24
魚	Kai Kung Yu—Scorpi	24
魚	Tan Lo—Perch	10
魚	Han Tan Yu—Pike	10
魚	Fu Po Tun—Pike	10
魚	Pak Chung—Pomfret, White	23
魚	Ch'ung	23
魚	Ming Hsi—Black	24
魚	Pi Pa Sa—Ray	20
魚	Shi Kau Kun—Rock Fish	10
魚	Chiu Yu—Roach	12
魚	Sa Yu—Shark	10
魚	Ma Tan Yu—Salmon, Canton	40
魚	Ma Tan Yu—Salmon, Fresh Water	40
魚	Hi—Shrimp	48
魚	Pa Yu—Skate	12
魚	Lap Yu—Snapper	28
魚	Tai Yu—Sole	28
魚	Wai Yu—Tench	28
魚	Tao Han Yu—Turbot	28
魚	Kai Yu—Turbot, small, fresh-water	58
魚	Pai Si Yu—White Bait	—
Fruits.		
仁棗	Hang Yan—Almonds	24
高平山金	Kam Shan Ping Ko—Apples	40
高平山金	Tin Pa—Almonds	24
高平山金	Hoi Tung—Apples, small, Ufoo	24
高平山金	Yun Chi—Apples, Custard	24
高平山金	Maaco	24
高平山金	Yat Pan Ping Ko—Apples	24
高平山金	Japanese	24
高平山金	Shang Sheng Heng Tai—Bananas	24
高平山金	Shang Heng Tai—Bananas	24
高平山金	brides, Maaco	24
高平山金	Yung T'4—Caromela	24
高平山金	Fung Lut—Christnits, Chinese	24
高平山金	Ye Ts'4—Cocoanuts	24
高平山金	子提子	24
高平山金	Ying Mong—Grapes—1st qt. lb.	13
高平山金	Kam Shang Lingwon—Lemons	24
高平山金	American	24
高平山金	Lai Chi—Lichoes, Fresh—1st qt.	10
高平山金	2nd	10
高平山金	3rd	10
高平山金	Lai Chi Kon—Lichoes, 3rd	25
高平山金	Ning Mong—Lemons—Salon	24
高平山金	On Han Mong—Mango, Malaga	15
高平山金	Shai Chut Taz—Mangoes—1st qt.	29
高平山金	per 100	16
高平山金	Yong Sai Kwä—Water Melon	6
高平山金	American	6
高平山金	Sai Kwä—Water Melons China	3
高平山金	Wai Kwä—Musk Melon	20
高平山金	American	20
高平山金	Papaw Fruit, American	each
高平山金	Papaw 1st	10
高平山金	2nd	10
高平山金	Pak Lam—Olives	16
高平山金	Ch'ing—Oranges, Sweet	16
高平山金	Ch'ing—Oranges	16
高平山金	0 Mm Ch'ing—Oranges	6
高平山金	Cau Sh' Kat—Small	10
高平山金	Tim Kat—Mandarin	10
高平山金	Ma Shang—Peanuts	10

CONSIGNEES of Cargo from London ex
s.s. "Cardouan" from Harve ex s.s.
"Dordogne" from Bordeaux ex s.s. "Ville de
Constantine" in connection with above Steamar,
are hereby informed that their Goods with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risks
into the hazardous and or extra hazardous
Gharas of the Hongkong and Kowloon Wharf
and Godown Co. Ltd. at Kowloon, where
delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
the 11th inst., at NOON, will be subject to
rent and landing charges.

All claims must be sent in to me on or before
the 12th inst., or they will not be recognized.
All damaged packages will be examined on
the 11th inst. at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 4th July, 1910. 2

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th Ant., or they will not be recognized.

All broken, stained, or damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 5 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DONWELL & Co. Ltd.,
Agents.

Hongkong, 5th July, 1910. [895]

THE Steamship

"KASENKA."

Captain A. W. Dobbs, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 12th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which time they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected.

Owing to cargo on board us, "KASENKA," having been on fire during the voyage, Consignees are hereby notified that before Bills of Lading can be countersigned an Average Agreement will have to be signed and a deposit of 10 per cent. upon the estimated net arrived value of their cargo lodged with us.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th July, 1907. 1307

On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

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ALSO

RATES FOR SOVEREIGNS, GOLD

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Hongkong, 9th January, 1909. [574]

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2nd class cruiser, 4,820 tons, 22 guns,
 5,100 h.p., Commander Poirrier, Haiphong.
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 Bismarck, gunboat, 140 tons, Reserve, Saigon.
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 17,000 h.p., Commander de Linares, Haiphong.
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 17,000 h.p.
 D'Alville, gunboat.
 Estee, gunboat, 141 tons, Reserve, Haiphong.
 Esturgeon, sub-marine, 70 tons, 60 h.p., Lieutenant,
 Combet, Saigon.
 Etienne, destroyer, 300 tons, 7 guns, 5,800 h.p.,
 Saigon.
 Fleuri Batière, river gunboat, 150 tons, 3 guns,
 152 h.p., Haiphong.
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 Saigon.
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 de la Croix de Castries (Commander-in-
 Chief).
 Malanche, surveying-ship, 1,825 tons, 10 guns,
 900 h.p., Commander Ragot de la Touche,
 Saigon.
 Monquus, destroyer, 300 tons, 7 guns, 5,300
 h.p., Commander de la Roche Radaisson,
 Saigon.
 Olry, river gunboat, 170 tons, 6 guns, 540 h.p.,
 Lieut. de Maudouville, Upper Yagoue.
 Pelho, river gunboat, 150 tons, 4 guns, 220 h.p.,
 2nd class, Saigon.
 Paris, sub-marine, 70 tons, 60 h.p., Lieut. Mon-
 tier, Saigon.
 Pistole, destroyer, 300 tons, 7 guns, 7,000 h.p.,
 Commander Morillon, Hongay.
 Protée, sub-marine, 70 tons, 60 h.p., Lieut.
 Morris, Saigon.
 Redoutable, battleship (reserve), 9,230 tons,
 87 guns, 6,200 h.p., Capt. Dronot, Saigon.
 Sittuy, armoured cruiser, 1,800 tons, 8 guns,
 1,600 h.p., Lieut. Seelie, Saigon.
 Saigon, destroyer, 300 tons, 6 guns, 5,500 h.p.,
 1st class, Saigon.
 Tachon, torpedo-boat, Commander Metenon,
 Hongay.
 Victorin, torpedo-boat, Lieut. Bihel, Cap.
 Saint-Jacques.
 Vigilante, river gunboat, 180 tons, 5 guns, 71 h.p.,
 Lieut. Drumoulin, Haiphong.
 GREYER.
 Arcona, cruiser, 2,719 tons, Captain von Hipper,
 Amoy.
 Bilia, gunboat, 1,000 tons, 10 guns, 1,800 h.p.,
 Captain Lenz.
 Cagnar, gunboat, 990 tons, 10 guns, 1,800 h.p.,
 Captain Graf von Posadowsky, Wehrer.
 Celsing, cruiser, Captain Engel.
 Dalmat, cruiser, 2,850 tons, 10 guns, 1,740 h.p.,
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鷄中	Ngau Tō-Bullock's Tripe,	undressed	...	6
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鴨	Chi Nō-Pig's Ears	lb.	25	
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鴨	Shang Yang Yau-Mutton Suet	...	lb.	23
鴨	Ngau Tsai-veal	...	lb.	23
鴨	Ngau Lap Ch'ing-Beef Sausage	...	lb.	28
鴨	Ngau Tsai-Young Veal	...	lb.	28
鴨	Kai Tsai-Chicken	...	lb.	32
鴨	Sin Kai-Capon	...	lb.	35
鴨	Pan Kan-Doves	each	...	24
鴨	Shang Sheng Shit Ap	24
鴨	Ap-Ducks Wild Duck pair	22
鴨	Kai Tan-Hen Eggs	each	...	22
鴨	Lo Fowl, Canton	each	...	24
鴨	Lo Nam Kai-Fowl, Hainan	...	lb.	36
鴨	Nō-Goose	24
鴨	Sh Hoi Yai Goose	24
鴨	Pak Kok-Pigeons	Canton each	...	25
鴨	Om Chan-Quail	Hollish	...	25
鴨	To Tsai-Hare	25
鴨	Shan Kai-Pheasant	25
鴨	Chu Yu-Partridge	each	...	25
鴨	Wo Fa Tok-Six Birds	dos.	...	25
鴨	Shi Ts'ui-Snipe	each	...	25
鴨	Shih Ap-Island	25
鴨	Wo Kai Kan-Cock	lb.	70	
鴨	Wo Kai Mo-Turkey Hen	59
鴨	Kai Yü-Barnet	12
鴨	Pin Yü-Brum	20
鴨	Sam Shok Yü-Canton Fresh	20
鴨	Water Fish	20
鴨	Lo Yu-Tail	20
鴨	Man Yü-Codfish	20
鴨	Man Yü-Codfish	20
鴨	Hai-Crab	20
鴨	Max Yü-Turtle Fish	16
鴨	Shi Mang Yü-Dab	16
鴨	Wong Mei Lun-Dace	16
鴨	Lo Shi-Dog Fish	16
鴨	Shi Shi-Dog Fish	16
鴨	Tam Shik-Sin Fish	16
鴨	water	20
鴨	Wong Sin-Koa Yellow	36
鴨	Tin Kai-Frog	40
鴨	Shan Pan-Garopa	40
鴨	Pak Kap Yü-Gudgeon	13
鴨	Lo Shi Yü-Hagfish	13
鴨	Hai Mui	13

芥菜子	Shai Kai Toi-oi	Shanghai	13		
麥冬	Kan Shün	Caraway	5		
花兒菜	Ye Toi Kai	Cauliflower	each		
花兒菜	Tai Ye Toi Kai	Large Stalk	—		
花兒菜	Chung Ye Toi Kai	Cauliflower	—		
佛手	Kan Toi-oi	Celery	China	lb.	5
佛手	Yung Kan Toi-oi	Celery	Bug	—	—
佛手	Fu Kwa	Bitter Squash	—	—	—
酸白菜	Kon Lai Chin	Chilies, Dried	—	—	—
酸白菜	Tung Lai Chin	Chilies, Green	—	—	—
酸白菜	Hung Fa Tai-oi	Chilies, Red	—	—	—
酸白菜	Hung Fa	Cucumbers	—	—	—
酸白菜	Kai Toi	Carry Stuff	—	—	—
酸白菜	English	—	—	—	—
酸白菜	Squa Tau	Garlic	—	—	—
酸白菜	Lo Keung	Ginger, old	—	—	—
酸白菜	Tai Keung	Ginger, young	—	—	—
酸白菜	Kan Tai	Green Fats	—	—	—
酸白菜	Kan Lik	Horse Radish	Shai	—	—
酸白菜	Maai	White Corn	—	—	—
酸白菜	Yung Shung Toi-oi	Lettuces	—	—	—
酸白菜	Mush	Melon	—	—	—
酸白菜	Shing Tao Kai	Mushrooms	—	—	—
酸白菜	fresh	—	—	—	—
酸白菜	Young Tung Tau	Onions	—	—	—
酸白菜	Shang Tung	Onions, Green	—	—	—
酸白菜	Yai Fun	It'ung Tapi	Onions	—	—
酸白菜	Japanese	—	—	—	—
酸白菜	Shanghai Tung Tau	Onions	—	—	—
酸白菜	Shanghai	—	—	—	—
酸白菜	Mo Ho	Onions	—	—	—
酸白菜	Yung Yuen Si	Parley	Eng	—	—
酸白菜	Poonshoo Shu	Tai	Potatoes	—	—
酸白菜	Foodstuf	—	—	—	—
酸白菜	Shang Shu Tai	Potatoes	—	—	—
酸白菜	Shanghai	—	—	—	—
酸白菜	Yat Pan Shu Tai	Potatoes	—	—	—
酸白菜	Japanese	—	—	—	—
酸白菜	O Mun Shu Tai	Potatoes	—	—	—
酸白菜	Macao	—	—	—	—
酸白菜	Fa Ka	Shu Tai	Potatoes	—	—
酸白菜	Fan Shu	Potatoes	—	—	—
酸白菜	Tsun Kwa	Pumpkin	—	—	—
酸白菜	Chi Tai	Toi	Furaria	—	—
酸白菜	Hung Lo Pak Tai	Radish	—	—	—
酸白菜	Kan Fung Tung	Shalots	—	—	—
酸白菜	Tin Toi	Spinach	—	—	—
酸白菜	Fu Kai	Potatoes	—	—	—
酸白菜	Lo Pak	Spinach	Chines	—	—
酸白菜	Tsun tok	—	—	—	—
酸白菜	Leun Ngan	Eily Root	—	—	—
酸白菜	Toi Lo Pak	Turnips	Eng	—	—
酸白菜	Tait Kwa	Vegetable marrow	—	—	—
酸白菜	Ma Tai	Water Chestnuts	—	—	—
酸白菜	Kwa	Lam	Water	—	—
酸白菜	Chiamutui	Manzanilla	—	—	—
酸白菜	Sai Yung Toi-oi	Water Chestnuts	—	—	—
酸白菜	Tai Shu	Kam	—	—	—
酸白菜	Rego	per bundle	—	—	—

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W. BOWEN-ROBERTSON.

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE	REMARKS
LONDON VIA USUAL PORTS	DELTA	TO	9th July	See Special
SHANGHAI, TAKU, NA- GASAKI, MOI, KOBE AND YOKOHAMA	CANDIA	TO	9th July	Freight only.
LONDON AND ANTWERP VIA SINGAPORE, PEN- ANG COLOMBO, PORT SAID AND MARSEILLES	MALTA	TO	About 14th July	Freight and Passage.
SHANGHAI, MOI, KOBE AND YOKOHAMA	SUNDA	TO	About 14th July	Freight and Passage.
SHANGHAI	ASSAYE	TO	About 21st July	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 9th July, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO	DATE	REMARKS
HOIHOW & HAIPHONG	SINGAN	TO	9th July, 8 A.M.	
SHANGHAI	LIANAN	TO	10th July, 11 A.M.	
SWATOW, AMOY & NEWCHANG	NANCHANG	TO	11th July, 4 P.M.	
SHANGHAI	TAMING	TO	12th July, 3 P.M.	
CHONGCHING	CHINHUA	TO	14th July, 4 P.M.	
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	CHANGSHA	TO	27th July, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LIANAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 9th July, 1910.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO	DATE	REMARKS
SHANGHAI	WOSANG	TO	Sunday, 10th July, 11 A.M.	
TIENTSIN	CHIPSHING	TO	Monday, 11th July, 4 P.M.	
SINGAPORE, PENANG & CALUTTA	KUMSANG	TO	Tuesday, 12th July, Noon.	
MANILA	YUENSANG	TO	Friday, 15th July, 4 P.M.	
SHANGHAI, MOI & MOI	KUONGSANG	TO	Friday, 22nd July, 4 P.M.	
SHANGHAI, MOI & MOI	KUONGSANG	TO	Tuesday, 26th July, Noon.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG" and "KUMSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 9th July, 1910.

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

MELOHRS & CO.,
AGENTS.

Hongkong, 2nd July, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR	STEAMERS	TO	DATE	REMARKS
SWATOW, AMOY AND FOCHOW	HAICHUNG	TO	TUESDAY, 12th July, at 10 A.M.	
AND RETURN.	HAICHUNG	TO	FRIDAY, 15th July, at 10 A.M.	
(Occupying 9 to 10 Days).	HAICHUNG	TO	TUESDAY, 19th July, at 10 A.M.	

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Months of July, August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage apply to—
HONGKONG, 9th July, 1910.

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th July, 1910.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, MOI & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 14th July.	S.S. ARABIA ... 20th July.
S.S. SAXONIA ... 28th July.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SPEZIA ... 12th Aug.	S.S. SITHONIA ... 22nd July.
S.S. ALESIA ... 26th Aug.	FOR MARSEILLES & HAMBURG:
S.S. AMBRIA ... 8th Sept.	S.S. MECKLENBURG ... 3rd Aug.
	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. BEASTIA About middle of Aug.
	FOR HAVRE & HAMBURG:
	S.S. SCANDIA ... 17th Aug.
	FOR MARSEILLES & HAMBURG:
	S.S. SAXONIA ... 9th Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 7th July, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMERS	TONS	SAILING DATES.
S.S. KIYO MARU ...	17,200 tons gross	Sail Aug. 25th, at Noon.
S.S. BUJO MARU ...	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU ...	11,000 "	Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building,
Hongkong, 6th July, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSHILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO SAID ...	MISHIMA MARU Capt. A. E. Moss, 9,000		WEDNESDAY, 20th July, at Daylight.
	KAGA MARU Capt. M. Hagino, 7,000		WEDNESDAY, 3rd Aug., at Daylight.
	ATSUTA MARU Capt. Wm. Thomson, 9,000		WEDNESDAY, 17th Aug., at Daylight.

VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nagao, 7,000	SATURDAY, 13th Aug., from Kobe.
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VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU Capt. K. Kawan, 7,000	TUESDAY, 19th July, at 4 P.M.
	TAMBA MARU Capt. K. Sato, 7,000	TUESDAY, 16th Aug., at 4 P.M.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 6,000	FRIDAY, 5th Aug., at Noon.
	KUMANO MARU Capt. M. Winckler, 6,000	FRIDAY, 2nd Sept., at Noon.

BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. A. Mooker, 7,000	TUESDAY, 12th July.
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SHANGHAI, MOI and KOBE	BINGO MARU Capt. S. J. G. Parsons, 7,000	WEDNESDAY, 20th July.
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KOBE and YOKOHAMA	HITACHI MARU Capt. N. Mathieson, 7,000	THURSDAY, 21st July, at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler, 6,000	WEDNESDAY, 3rd Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

HONGKONG, 23rd May, 1910.

T. KUSUMOTO,
MANAGER. [15-125]

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO ...	2540	R. Bodger	Manila	On 9th July, Noon.
EURO ...	2540	A. Fraser	Manila	On 16th July, Noon.

For Freight or Passage apply to
HONGKONG, 27th June, 1910.

SHEWAN, TOMES & Co.,
General Managers. [12]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, MOI, KOBE and YOKO- HAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 13th July, at Noon.
	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 10th Aug., at Noon.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Boat adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	"BUJUN MARU" Capt. Y. FUJINO	THURSDAY, 14th July, at 10 A.M.
TAMSUI VIA SWATOW, AMOY	"DAIJIN MARU" Capt. Y. KUDVRAKI	SUNDAY, 10th July, at 10 A.M.
ANPING VIA SWATOW AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WEDNESDAY, 20th July, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

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MANAGER

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VESSLS EXPOTED.

THE GERMAN MAIL.
The I.G.M. str. Klotz, carrying the German Mails with dates from Berlin of the 15th ult., left Colombo on the 2nd inst. p.m., and may be expected here on or about the 13th inst.

THE AMERICAN MAIL.
The T.K.K. str. Nippon Maru left San Francisco on the 21st ult. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 19th inst.

THE CANADIAN MAIL.
The C.P.R. Co.'s str. Montague left Vancouver on the 30th ultimo a.m. for Hongkong via usual ports of call.

THE AUSTRALIAN MAIL.
The B. & A. str. Empress left Sydney on the 6th inst. for Queensland Ports, Timor, Manila and this port.

MERCHANT STEAMERS.
The N.Y.K. str. Iseba Maru (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 27th ultimo, and is expected here to-morrow.

The Mogul Line str. Leona left United Kingdom on the 4th ultimo for Hongkong via Strait.

The Bank Line Ltd.'s str. Aymara left Vancouver, B.C., on the 4th ult. for Hongkong via Japan ports.

The Ben Line str. Benarich from London, &c., left Singapore on the 2nd inst. for this port.

The H.A. Lind str. Scandia left Singapore on the 5th instant a.m. and may be expected here on or about the 11th instant.

The O.S.K. str. Chicago Maru left Tacoma for this port via Japan and Manila on the 25th ultimo, and is expected here on or about the 2nd prox.

PASSENGERS.
ARRIVED.
Per Gregory Apsara, from Singapore, Mr. Aveline.

Per Taming, from Manila, Messrs J. E. Harding, L. J. Pierce, J. Coanvones, E. C. Eberle, C. Dulcho, A. A. Cotton, C. L. Pierce, C. A. Batcliffe, F. Spencer, J. Schiesser, Miss Leonard and Mrs. H. Kaziyama.

Per Delta, from Shanghai, for Hongkong, Mr. E. Rodette, for Singapore, from Yokohama, Capt. Norman, from Shanghai, Mr. A. W. Forbes, Mr. E. B. Little and servant, from Shanghai, for Bombay, Mrs. Anding, Miss Hannes and Miss G. Hannes.

DEPARTED.
Per Yawata Maru, for Australia, Mr. M. Friedman, Mr. Aldo Perigini, Mr. and Mrs. Penrose, Mrs. Taylor and child, Miss Taylor, Mr. Percy Smith, Mr. J. H. Shamer, Mr. and Mrs. Bayham and 4 children, Miss Ruby E. Adams, Mr. J. R. G. Adams, Mr. Ed. W. Godfrey, Mr. and Mrs. Wall, child and maid, Mr. Rodor, Mr. Ijime, Mr. and Mrs. Cohen, Mr. D. E. Cappelman, Mr. E. T. Barco, Mr. Ross Carter, Mr. E. Emerson, Mr. W. H. Leckler, Mr. H. W. Lombard, Mr. and Mrs. Chubb, Mr. and Mrs. Otto Schuner, Mr. H. Murrell, Mr. W. J. Lee, Mr. Jones, Mrs. Meeson, Miss Mochel, Mr. J. J. Molloy, Miss McPhail, Miss V. E. Yand, Miss Alberts, Miss N. Williams, Mr. Jas. T. Evans, Mr. D. H. Bentz, Mr. Jose Fajard, Miss K. Uchida, Miss N. Yamamoto, Miss Gray, Miss M. Williams, Mr. D. Matsui, Mr. F. Casas and Mrs. Felix Sevilla.

